

## **Community Vision and Problem History**

Due to Rockingham County's close proximity to the greater Triad area, population along this corridor is expected to increase at a greater rate than the rest of the county. It is expected that the greatest residential and commercial growth will be from the City of Reidsville west to Guilford County along this corridor.

Currently, US 158 is a two-lane major thoroughfare from Guilford County to US 29 Business/NC 87 in Reidsville. Residents who live in the southern portion of Rockingham County use this facility to access jobs and other amenities in Reidsville or the Winston Salem MPO.

## **CTP Project Proposal**

### **Project Description**

The proposed project (Local ID R-2580) is to improve the existing 2-lane major thoroughfare to a 4-lane divided boulevard from Guilford County to the US 29 Business/NC 87 interchange, including the construction of new interchanges at Woolen Store Road/Church Street Extension (SR 1001) and at Monroeton Road (SR 2422)/Cunningham Mill Road (SR 2426).

The proposed improvements to US 158 will help to reduce congestion between Winston Salem and Reidsville. Additionally, it will fulfill the SHC Vision Plan, which recommends US 158 be upgraded to a Boulevard from Guilford Line to US 29 Business/NC 87.

### **Linkages to Other Plans and Proposed Project History**

The improvement proposal for US 158 is an important link to many of the recommendations in the Rockingham County CTP. It directly connects to proposed improvements of US 29 and US 29 Business. According to the 2035 Greensboro MPO LRTP, US 158 is scheduled to be widened to a 4-lane divided Boulevard by the year 2035 from the future US 220 in Guilford County to Rockingham County.

### **Land Use Patterns**

The Rockingham County 2025 Land Use Plan indicates that areas to the west of Reidsville will become a rural transition area by 2025. Mixed use development is expected to occur to the west of Reidsville along this corridor. Mobility on this existing 2-lane facility can be maximized by limiting driveway access. Future land use plan amendments and land use decisions should consider the functionality of this corridor.

### **Natural & Human Environmental Context**

Based on available GIS data, this project is within the non-critical water supply watershed.

### **Multi-modal Considerations**

There are no other modes of transportation associated with this proposed project.